

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Ship (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Aug. 1, at 1 p.m.
Ship (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... THURSDAY, Aug. 2, at 1 p.m.
Ship (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... THURSDAY, Sept. 11, at 1 p.m.

THE Steamship *Belgic* will be despatched for SAN FRANCISCO, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 1st August, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to whom in full, and name will be received at the Company's Office until 5 p.m. on the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, July 8, 1894. 1115

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Ship (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... SATURDAY, Aug. 11, at 1 p.m.
Ship (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Aug. 23, at 1 p.m.
Ship (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Sept. 19, at 1 p.m.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, 11th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

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J. S. VAN BUREN, Agent.

Hongkong, July 24, 1894. 1212

To-day's Advertisements.

IN THE HIGH COURT OF JUSTICE.

0082 of 1894.

COMPANIES WINDING-UP.

Mr. Justice VAUGHAN WILLIAMS.

In the Matter of the Companies Acts 1862 to 1880, AND In the Matter of the ECONOMIC FIRE OFFICE, LIMITED.

THE CREDITORS of the above-named

Company residing in the United Kingdom or on the Continent of Europe are required on or before the 10th day of August, 1894, and the Creditors of the above-named Company residing elsewhere than at aforesaid are required on or before the 31st of December, 1894, to send their Names and Addresses and the Particulars of their DEBTS or CLAIMS, and the Names and Addresses of their Solicitors (if any) to Mr. JOHN EDWARD CHAMPEY and Mr. WILLIAM ARTHUR BURN, of No. 39, Lombard Street, in the City of London, England, the Liquidators of the said Company, and if so required by Notice in writing from the said Liquidators are by their Solicitors to come in and prove their said Debts or Claims at the Chambers of the Registrar Companies (Winding-up) at the Bankruptcy Buildings, Carey Street, London, England, at such time as shall be appointed in such Notice or in default thereof, they will be excluded from the benefit of any Distribution made before such Debts are proved.

THURSDAY, the 25th day of October, 1894, at 12 o'clock Noon, at the said Chambers, is appointed for hearing and adjudicating upon the DEBTS or CLAIMS of those Creditors residing in the United Kingdom or on the Continent of Europe, and MONDAY, the 14th day of January, 1895, at 12 o'clock Noon, is appointed for hearing and adjudicating upon the DEBTS or CLAIMS of those Creditors residing elsewhere than at aforesaid.

Dated this 7th day of June, 1894.

H. J. HOOD, Registrar.

DAVIDSON & MORRIS, 40/42, Queen Victoria Street, LONDON, E.C.

Solicitors for the Liquidators.

1224

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A N Interim DIVIDEND at the Rate of TWO AND A HALF PER CENT. (One Dollar and Twenty-five Cents per Share) for the Six Months ending 30th June, 1894, will be PAID to those Persons, who are Registered Shareholders in the above Company, on MONDAY, the 13th August, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 7th to the 13th August, both days inclusive.

By Order, WM. MATHISEN, Acting Secretary.

Hongkong, July 26, 1894. 1227

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Taiwan*, O. ANDERSON, Comd'g, will be despatched as above on WEDNESDAY, the 1st August, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. Freight and Saloon is situated forward of the Engine.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 26, 1894. 1207

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SURZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 8th August, 1894, at Noon, the Company's S.S. *CALEDONIE*, Commandant FLANDIN, with MALES, will leave this Port for the above places.

G. DE CHAMPEAUX, Agent.

Hongkong, July 26, 1894. 1223

Dakin, Cruickshank & Company, Ltd.

VICTORIA DISPENSARY.

FIRST-CLASS DISPENSING at prices that will bear comparison with first-rate pharmacies at home.

Every care is taken to ensure prompt despatch; all Drugs and Chemicals used are guaranteed to be of the finest quality, and all the Europeans in the firm are qualified by British examination.

PATENT MEDICINES, INVALIDS' REQUISITES, SURGICAL APPLIANCES, Etc., Etc., at Current Rates.

SPONGES, PERFUMERY, TOILET REQUISITES.

The Dispensary is open from 7 a.m. to 7.30 p.m. on WEEK DAYS and from 10 a.m. to 6 p.m. on SUNDAYS; but Medicine may be obtained at any hour, day or night.

Any Complaints should be addressed to the MANAGER.

1169

To-day's Advertisements.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship *Nürnberg*, Captain H. WATSON, will leave for the above Ports on or about WEDNESDAY, the 1st August.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, July 26, 1894. 1225

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Sachsen*, Captain S. BURN, will leave for the above Port on or about WEDNESDAY, the 1st August.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, July 26, 1894. 1226

SHIPPING.

ARRIVALS.

July 26—

Tamir, Norwegian str., from Canton.

Canter, British steamer, from Canton.

Siberhorn, British 4-masted ship, 1,833, Robert Gil, comd., from Shanghai 14, Ballast.

Sherwin, C. C.

Laertes, British steamer, 1,395, Grier, Liverpool via Penang, and Singapore July 20, General.

Kueyang, British steamer, 1,052, Outerbridge, Tientsin July 18, and Swatow 25, General.

Butterfield & Swire.

DEPARTURES.

July 26—

Herat, for India.

Siam, for Swatow.

CRUISE.

Matilde, for Tientsin.

Tenzer, for Shanghai.

Tamir, for Newchwang.

Prova, for Saigon.

PASSENGERS.

ARRIVED.

Per *Siberhorn*, from Shanghai, Mrs. Gibson.

Per *Laertes*, from Singapore, 640 Chinese.

Per *Namoa*, from Swatow, 50 Chinese.

TO DEPART.

SHIPPING REPORTS.

The British 4-masted ship *Siberhorn* reports: Had fine weather and light S.E. winds.

The British steamer *Laertes* reports: Left Singapore on Friday, 20th instant, at 4 p.m., had moderate westerly winds, and fine weather until the middle of Pulo Sapu; from thence to port, had strong variable winds from West to S.E., with violent squalls, and heavy rain and gloomy, overcast weather.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOY & FOOCOW.—Per *Namoa*, at 11.30 a.m., on Friday, the 27th inst.

For HAIPHONG.—Per *Haiphong*, at 2.30 p.m., on Friday, the 27th inst.

For STRAITS & CALCUTTA.—Per *Aragon*, at 2.30 p.m., on Friday, the 27th inst.

For PORT DARWIN, THURSDAY ISLAND, TOWNSVILLE, COOK TOWN, BRISBANE, SYDNEY & MELBOURNE.—(Supplementary mail on board till time of departure. Extra postage 10 cents.)

Per *Taiwan*, (Registration at 3 p.m., Letters 3.30 p.m.), on Friday, the 30th inst.

For SINGAPORE & NEW YORK.—Per *Boomer*, at 4.30 p.m., on Friday, the 27th inst., instead of as previously notified.

For SANDAKAN & KUDAT.—Per *Memnon*, at 5 p.m., on Friday, the 30th inst.

For HOIHOW & PAKHOI.—Per *Exer*, at 5 p.m., on Friday, the 27th inst.

For HOIHOW & HAIPHONG.—Per *Hana*, at 5.30 a.m., on Saturday, the 28th inst.

For SINGAPORE, SAMARANG & SOERABAYA.—Per *Hongay*, at 3.30 p.m., on Saturday, the 28th inst.

For SWATOW & BANGKOK.—Per *Pha Oua Ohm Elac*, at 9 a.m., on Sunday, the 29th inst.

For SINGAPORE.—Per *Kienkhiel*, at 3.30 p.m., on Thursday, the 2nd August.

For NAGASAKI, KOBE & YOKOHAMA.—Per *Anoma*, at 11.30 a.m., on Friday, the 3rd August.

For KOBE.—Per *Euphorbia*, at 5 p.m., on Monday, the 6th August.

For SHANGHAI, KOBE, YOKOHAMA, VICTORIA & TACOMA.—Per *Sich*, at 11.30 a.m., on Tuesday, the 7th August.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VAN COUVER, B.C.—Per *Empress of China*, at 11.30 a.m., on Wednesday, the 15th August.

MAILS BY THE GERMAN PACKER.—The German Contract Packet *Karlsruhe* will be despatched on FRIDAY, the 27th instant, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi, to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registry closes at 4 p.m.

The mail closes at 5 p.m.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Namoa* leaves for Coast Ports.

3 p.m.—*Haiphong* leaves for Haiphong.

3 p.m.—*Aragon* leaves for Straits and Calcutta.

4 p.m.—*Canton* leaves for Shanghai.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

WATSON'S IMPROVED CARBO-CAMPHYLENE

is Distinguished by a White Label in addition to the Red One which states that

THE IMPROVED CARBO-CAMPHYLENE

is miscible in Water in all proportions.

ITS MISCIBILITY IN WATER

Combined with its Agreeable and Refreshing odour will Command it to the Public for General Use as it is an Elegant, Agreeable, and Perfect Disinfectant for Sick-rooms, Bed-rooms, Bath-rooms and all necessary vessels therein. For all purposes it should be diluted freely with Water.

DIRECTIONS FOR USE

As a Saffron in visiting—

A little sprinkled on the handkerchief or cotton wool and kept in front of the nose and mouth in infected rooms or in passing through infected districts is strongly recommended.

For washing the face and hands—A teaspoonful to a gallon of water.

For the Bath—A tablespoonful or less.

For Sick-rooms and Bed-rooms—A teaspoonful or more distributed in saucers round the room or evaporated by the aid of a lamp.

For Sprinkling or Spray—A wineglassful to a pint of water.

As a MOUTH WASH

A few drops in a tumbler of water.

For Washing Dogs

A tablespoonful to a bucket of water.

THE IMPROVED CARBO-CAMPHYLENE

Converts the bath water into a Valuable Disinfectant which in passing through the downspouts and stretch-traps destroys miasma and removes bad smells. Its use in the bath has a most beneficial effect on the skin and greatly reduces the risk of infection.

A. S. WATSON & Co., LIMITED.

Hongkong, July 14, 1894. 1173

The publication of this issue commenced at 6.30 p.m.

The China Mail.

HONGKONG, THURSDAY, JULY 26, 1894.

We regret to learn from the *N. C. Daily News* that there is at least one resident in this Colony who is of opinion that it is in a much more melancholy disposition—whatever that may mean—than the newspapers would indicate. So far as we can see the outer world ought to be able to form a fairly correct opinion of the actual state of affairs during the plague in Hongkong from the daily accounts published in the local newspapers, and it need not be apprehended for a moment that our Northern contemporary meant any reproach or to bring any accusation against the journals of Hongkong. We incline to this belief because the same newspaper published details supplied by a Hongkong correspondent, whose accounts of the plague were no more alarmist than our own. That, of course, may be due to the fact that the correspondent relied upon the local newspapers for his information, and some people might be found ill-natured enough to suggest that the man who referred to the recent epidemic as 'the so-called plague' was not competent to guide the *Daily News* on the subject. Whoever is responsible for the 'private advice' to the *Daily News* he is entitled to his opinion. As Mr. J. D. Humphreys would say 'That is his opinion, and he is quite entitled to his opinion, but he is wrong.' The remarks of our Northern contemporary may be dismissed without serious consideration, but not so those of a correspondent to the *Singapore Free Press*. The jeremiad of our Southern contemporary writes under date of July 6—'The plague is indeed a dreadful scourge. Things were and are worse than the public papers dare reveal. As commerce is the life-blood of the Colony and quarantine regulations so pernicious to the known degree of the virulence of the plague in Hongkong, the papers seem to have tacitly agreed to report only what cannot possibly be concealed. At first the plague attacked only Chinese and Indians, then only Europeans who were in contact with plague-stricken people, but now it is claiming victims in the European quarters. At first the hope was entertained that the plague could be stamped out by drastic measures, but now it is pretty plain that not only has European medicine

no remedy whatever for the plague, but the drastic sequestering measures seem to make things worse wherever applied. There is no telling how long the plague may continue to rage here. Statistics are utterly unreliable. It is impossible to say how many Chinese have left and are still leaving the Colony. All that is known is that some 100 people are on an average under treatment at the present time, and that some 150 die every day, either here or on the way to the mainland. Of course it is impossible to tell the proportion of deaths to the number of inhabitants remaining in the Colony. Everybody is now more or less afraid; our servants are getting scarce; supplies are rising in price; trade is languishing; and it is impossible to say when things will mend. The public temper, too, is getting roused and the Government is being blamed by both Europeans and Chinese.' The above communication contains serious allegations against the newspaper press of Hongkong. These allegations we cannot allow to pass unnoticed. It is not true to say that 'things were and are worse than the public papers dare reveal,' and, however much it pains us to impeach the veracity of the *Free Press* correspondent, we must, without mincing matters, give the lie direct to the assertion that the newspapers of Hongkong have agreed, tacitly or otherwise, to report only what could not possibly be concealed. Our local contemporaries will probably defend themselves, if they think it worth while, but for our own part, we can say that far from showing the least inclination to withhold information as to the true state of affairs we have striven on every possible occasion, from the discovery of the plague down to the present moment, to lay before our readers the fullest details regarding the filthy condition of the Chinese quarters of the city, of the daily mortality, of the disastrous effects upon the trade of the Colony, and of the measures taken by the authorities to deal with the disease. It is true we have not indulged in hysterical descriptions of an alarmist character. The outbreak of plague was serious enough in all conscience without being made to appear worse in penny-a-line phraseology. So far as we can judge, the local press has been a true reflex of the general feeling throughout the Colony. The correspondent of the London *Standard* takes a more sensible view of the situation than either of the writers of the private letters which have appeared in the *N. C. Daily News* and in the *Singapore Free Press*. He writes on May 16:—'There is a surprising absence of "scare" in the Colony. The Sanitary Board has gone about its work with judicious calmness and thoroughness, and the local Press has maintained a hopeful tone throughout, thereby assisting effectively in allaying public apprehension.'

which affects the difference between the Treasury and the market rates.

As regards the insinuation that there is a deliberate design to make a profit out of the men, the following facts which we have been able to glean may speak for themselves. Not only was money raised in the market at 2s. paid out to the men (owing to the falling rates) at 2s. 6d. and 2s. 3d., but the whole military contribution of £10,000 each quarter has, for the last three quarters, been paid on the last day of the quarter at the Treasury rates of 2s. 7d., 2s. 6d., and 2s. 3d., respectively and expended in payments of the men at 2s. 6d., 2s. 3d. and 2s. 2d. Other large payments necessarily received at the Treasury rate of one quarter have had to be expended chiefly in payments at the lower rate of the ensuing quarter. So that the loss to the Treasury by the recent rapid fall has been excessive. It is not to be expected that all the advantages of being paid in sterling at local rates are to be on the side of the troops, and all the disadvantages on the side of the Treasury; and we have not the slightest doubt that even the editor of *Truth* will be ready to acknowledge this when the true state of affairs is represented to him.

TELEGRAMS.

(SUPPLIED TO THE 'CHINA MAIL') (Via Southern Line).

CHINA AND JAPAN.

The Japanese are advancing on the Chinese positions in Corea. A collision is imminent. A Japanese cruiser has sunk a Chinese transport.

ASSAULT ON THE BRITISH CONSUL AT SEOUL.

SHIPPING IN CHINA, JAPAN.

Wynne & Co., Hongkong.